

Key Components of the Law

Effective January 1, 2000 - California's Ballast Water Management Program

- **Mandatory mid-ocean exchange OR Retention of all Ballast Water for all qualifying vessels**
 - "Qualifying Vessels" means all vessels, United States and foreign, carrying ballast water into the waters of the state after operating outside the EEZ
 - "Exchange" means to replace water in tanks using either
 - "Flow through exchange" - overflowing the tank from the top until three volumes of water have been changed.
 - "Empty/refill exchange" - pump out, until tank is empty or nearly so, then refilling the tank with mid-ocean waters.
 - "Mid-Ocean Waters" means waters that are more than 200 nautical miles from land and at least 2,000 meters (6,560 feet or 1,093 fathoms) deep.
- **Mandatory Completion and Submission of Ballast Water Report Form by vessel master, owner, operator, agent or person in charge of vessel.**
 - Ballast Water Report Form (developed by US Coast Guard)
([PDF Format](#)) ([Word 97 Format](#))
 - Form may be submitted electronically or in written form to CSLC.

FAX: 562-499-6444

Email: bwform@slc.ca.gov

**** Submission of this form to CSLC does NOT relieve the vessel of the responsibility to report to the US Coast Guard.**

- **Mandatory Compliance with "Good Housekeeping" Practices**
 - Avoid uptake or discharge in or near marine sanctuaries, reserves, parks or coral reefs
 - Minimize or avoid uptake in the following areas or circumstances:

Areas of known infestations or pathogens
Near sewage outfalls
Near dredging operations
Areas with reduced tidal flushing
In darkness when bottom-dwelling organisms are active
Where propellers may stir up sediment

- Clean ballast tanks regularly to remove sediment
 - Dispose of sediments in accordance with appropriate laws
 - Minimize discharge amounts
 - Rinse anchors and anchor chains
 - Remove fouling organisms from hull, pipes, etc.
 - Dispose of any removed substance in accordance with laws
- **Maintain a Ballast Water Management Plan** prepared specifically for vessel.
 - Written document on board, specific for your vessel, describing the procedure for ballast management. It should include safety and exchange procedures.
 - See IMO Resolution A.868 for "Guidelines for the Control and Management of Ship's Ballast Water to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens". Adopted November, 1997.
 - **Training** of vessel master, PIC and crew regarding the application of ballast water and sediment management and treatment procedures
 - **Mandatory Fee Submission** to California's Board of Equalization **(916-322-9534)**
 - Each owner/operator shall pay \$400.00 per each vessel that enters a California port.
 - **Random Sampling of Vessels for Compliance**
 - **Civil Penalties** for failure to comply with any portion of the Law